

*Twice a Month!*



# **messing about in BOATS**

*Volume 9 – Number 18*

*February 1, 1992*







messing  
about in

## BOATS

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Publisher & Editor, Bob Hicks

## Our Next Issue...

Will include Martin Cooperman's tale of "Ten Days in a Ten Footer" mooching around Georgian Bay, Rags Ragsdale's story of good times with "Boomarangs, Leaky Tikis, & Old Flat Bottomed Skiffs", Ralph Eldridge's report of a rebirth under sail in "30 Square Meter Sails Again", and Gail Ferris's "Excursion by Sea Kayak at Barrow, Alaska". Some designs we'll look at include Phil Bolger's 25' cat yawl "Red Zinger", and his concept of the "Step Sharpie" from Bernie Wolfard, along with Don Betts' tiny "P-Cat", and a 1929 description of the "Barnegat Bay Boat". Among the projects will be Gord Brannen's fleet of home designed/built craft, Paul Wagstaff's dockside boat lift, and Gregg Shadducks ponderings on plywood. In "Boatshop News" we'll hear from Indian Point Guideboat, and we'll review the new Maine islands book, "Avelinda" and Mike O'Brien's new quarterly magazine, "Boat Design Quarterly".

## On the Cover...

Winter in the cove is a nice seasonal photo from Barry Donahue that we thought appropriate for a February issue.

# COMMENTARY

**BOB  
HICKS**

Rowing in the traditional manner has come back onto these pages recently in force. Like all our news, it's one of the differing ways to mess about in boats that ebbs and flows over these pages. In our last issue we had that extensive coverage of the "Oarmaster Trials", and now in this one we bring you a couple of news stories about crazy Frenchmen rowing across the oceans TODAY! These came to us from readers in response to the piece we ran in the November 1st issue about the crazy Swedes who rowed the Atlantic back in 1896, to illustrate that craziness knows no time limits.

The well established chronicle of Gloucester's Howard Blackburn as a champion of rowing stamina sort of sets the scope of this sort of rowing enthusiasm. He did what he did under oar for survival reasons, later he got into the ocean crossing scene, but under sail, solo in small boats. Maybe he had learned enough about rowing as the way to go across an ocean. Why there are people who still undertake this sort of thing is just another example that one need not be limited to just doing sensible things for the greater good of the economy and society. The "just for the hell of it" enthusiasm still lives.

Rowing was a job to be done in origin, and when it evolved into recreation, the inevitable refining of the boats used for competition set in. Today the national organization, the U.S. Rowing Association, is just about blind to all but sliding seat competition in highly refined craft that are totally useless for anything else but racing in controlled conditions on flat water. These boats are the Indy cars of rowing. Left to the individuals and smaller local clubs are the other ways of rowing boats for sport. The recreational rowing shells came about due to Arthur Martin's vision of everyman in a rowing shell, and offer a nice compromise of an easily moved fast boat that can be used in the real world of the ocean by everyday folks.

There still remains, however, the old style traditional pulling boats and those who love to row them. Even the big clumsy Banks dories, wheelbarrows of the sea, have their proponents. The slow growth in interest in multi-oared rowing craft has been leading towards an increase in events in which these boats, team efforts, can compete. The west coast has had this sort of thing going on for

years, but here in the northeast it has been slow in blossoming. The rowing races we see still include a mixed bag of watercraft, catering to oar and paddle, but the real drama to me is still in the big multi-oar boats straining for the wins, four to twelve persons at the oars, putting a lot of effort out to move heavy ponderous craft. The appeal is there in this hard way to row, despite there being easier ways to go rowing.

Coincidental to our putting together this issue with its rowing features, we learned of an effort now underway here in New England to bring together the people interested in organizing the rowing races that do take place along our coast for the purpose of setting up an annual schedule of events which will be mutually supportive and non-conflicting, and developing what is hoped will be a growing list of participants. The inspiration is simply that if people who like to row know there are going to be certain events on certain dates throughout the season and that others like themselves will be there, then the sport will grow and prosper.

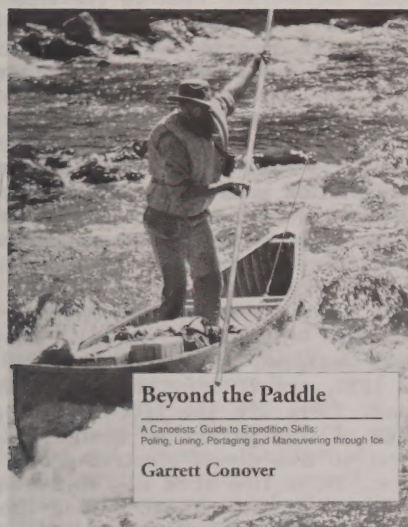
Well, organization is commonplace in most sports, some are so highly organized that they no longer serve grass roots interests, just as the U.S. Rowing Association demonstrates. The fact that some people who row the traditional way in traditional boats now have decided to band together for more effective development of opportunity for competition is encouraging for those of us who are grass roots types. We'll keep you updated as these plans for 1991 develop.

I continue to be enchanted by the notion that with all our modern convenient ways to move about and do things, we are undertaking to retrieve and preserve and actually promote the old ways that were once nothing but work, ways which were abandoned at first opportunity for the "better" ways that came along, just for the enjoyment of doing them again.





# REVIEW



"BEYOND THE PADDLE"  
by Garrett Conover  
Tilbury House Publishers  
Gardiner, ME

This book was a challenge for me to review because here is a very knowledgeable book on how to get on with your canoeing when conditions get too tough for paddling to work, and here am I not even knowing how to paddle a canoe yet. I told Garrett this but he thought I might find it would provide an overview of the potential for using a canoe in wilderness travel even if I didn't know much about the paddling part.

So I read it and did enjoy it. The essence of the book is detailed instruction on how to make progress in a canoe when paddling is no longer successful, and the means presented include poling, lining, portaging and using an ice hook. An introductory chapter on choosing an appropriate canoe quite understandably suggests that the northwoods type of canoe such as the Jerry Stelmok built E.M. White model that Garret and his wife Alexandra use in their full time Maine guide business is your best bet. This is not entirely a matter of loyalty to friends Jerry Stelmok and Rollin Thurlow, for the canoe originally functioned as a wilderness travel vehicle and those made today that adhere to the acquired knowledge of those earlier times when the canoe HAD to get you there would be the best choice for where Garret proposes that you go "beyond the paddle".

The techniques described in this book were developed to surmount obstacles so that continued progress could be made on a chosen trip. Today, with no commercial motivation to inspire the struggles involved much of the time in using these techniques, the motivation, according to Garret, has to come

from a desire to truly get way back into the wilderness, beyond obstacles that stop less determined paddlers. Only poling, the first alternative when paddling ceases to do the job, offers a skill that can be viewed as recreation. Lining, when poling fails, is a chore, and portaging, when lining won't work, is even more so. And the use of the ice hook, while not fatiguing, comes into play during the seasons when simply being out there on the water as it freezes in fall, or thaws in spring, can be dangerous.

Why I, a kayaker, not a canoeist, was able to find the book of value, was mostly in appreciation for what Garret is trying to achieve. He is a master at showing us how one can carry on despite all sorts of difficulties, not just with heroics, but by using techniques that at least minimize the struggle and labor. His narrative is supplemented with excellently drawn illustrations of various techniques, and his wry humor keeps surfacing, almost as if he realizes that, come on now, he's trying to sell us on how rewarding it can be to work very hard to canoe somewhere often while not even afloat.

The chapter on lining was the least rewarding for me, lots of discussion and illustrations on setting up the lines connecting the canoe out there in that turbulent, rock-strewn, fast-moving river with the crew on shore attempting to haul it upstream, or even downstream, through impossible water conditions for paddling or poling. I appreciate how the geometry for the lines arrangements work, but didn't attempt to understand every detail on setting up for all sorts of situations.

Poling, on the other hand, is a very appealing concept to me, for being able to make headway against current too strong for paddling to work, still involves being in the canoe on the water, battling uphill as it were through the canoe's natural environment. The fact that one stands up in the canoe in very rough waters to do this is duly impressive to me, I have seen poling on the placid pond at the Bean Canoe Symposium and greatly admire and respect Alexandra Conover's facile grace in jumping about in that canoe making it do just what she wanted it to, whereas I would be carefully seated so as to minimize any chance of capsizing what I viewed as a tippy craft. Nothing like expertise to make doing something ordinary people find risky seem so much fun.

Portaging did not lend itself to any sort of romanticizing as a technique for bypassing an obstacle. When one ceases to be carried by the canoe and instead begins carrying it, along with all its burden, it's just plain work. Garret has a lot of neat tricks for

making the work as easy as possible, but even he cannot pass it off as anything more than a real tiresome chore. His best shot was to say how he "enjoys" portaging mostly because it feels so good when one is completed and the loads are dropped from the back, shoulders and head.

On the matter of the ice hook, suffice it to say, it's nice to know how to deal with getting to and from the water over ice if one ever faces such a need. It's the peril of falling in that looms largest here, not only the hypothermia potential, but the matter of getting out of the water at all surrounded by thin ice.

The charm of this book, which is really a technical manual, is in Garrett's wonderful enthusiasm for, and belief in, the old ways that worked when canoes were the only means of transport far into the north American wilderness. To be able to go anywhere in your canoe is indeed a marvelous capability, and in "Beyond the Paddle", Garret Conover tells you with much insight and good humor, entirely free of egocentric posturing and machoism, how this can be done. He emphasizes that it takes much practice to achieve mastery of the skills he details. But he also extols the rewards of carrying out a canoe trip over several wilderness rivers and their intervening watersheds, reaching places still wild because they are so inaccessible.

As a non-canoeist, I find myself strongly attracted to Garrett's wilderness paddling as the way I'd like to play the game were I to undertake it. It's a whole fabric of experience, not just one highly refined technical aspect of paddling a canoe, and deserving of much time and effort at mastering. Garrett will do this to you, his quiet proselytizing slowly invades your imagination. And if you'll never do this sort of thing on your own, you can always join Garret and Alexandra on one of their expeditions, of which I have heard nothing but rave reports about. Even the ones to Labrador in mid-winter!

The big 8-1/2"x11" softcover book of about 100 pages sells for \$17.95. If your local bookstore or paddling shop does not have it, you can contact the publisher, Tilbury House, Publishers, The Boston Building, 132 Water St., Gardiner, ME 04345, (207) 582-1899.

The Conovers operate their Maine guide service with a number of scheduled canoe trips on remote and wilderness rivers, as well as winter snowshoeing expeditions, as Northwoods Ways, RR 2 Box 159-A, Willimantic, Guilford, ME 04443, (207) 997-3723.

Bob Hicks



## MINNESOTA BOATBUILDERS

A group of boatbuilders of varying skills and goals has started meeting monthly in Minneapolis with the objective of providing a chance for socializing and learning from one another. Information on upcoming meetings is available at (612) 879-0600, ask for Tim Carlson or Tom Howard.

Also, within the 1400 member Minnesota Canoe Association a move is underway to form a Messabout Chapter, and this new group will have a booth at the MCA's annual building show on February 1st. Instigators of this new group are some members of the Upper Mississippi Chapter of the TSCA. We hope to bring members of these two groups closer together for mutual benefit. Information on this is available from David Christofferson at (612) 222-0261 or Bob Brown at (612) 432-7557.

Bob Brown, Apple Valley, MN.

## ABOUT CAPSIZING

Thanks for the article a few issues back about capsizing small boats ("Experiences in the Real Wet World", October 1, 1991). It certainly is important that we test our ability to get back into an overturned or swamped boat (and whether we remembered to tie in the bailing can). Once this winter's ice has disappeared from our lakes up here in Canada and the water temperature becomes near bearable, I'll be certain to try this.

On another topic, for any readers with access to university or internet electronic mail, there's an interesting marine discussion group. To contact it send a "Subscribe Marine-L" command to "LISTSERV @ UOGUELPH. CA."

Duncan Sanderson, Laval, QU.

## WE'RE TO BLAME

Your publication takes the blame for my deep involvement in boats. As a full-time practicing veterinarian I can spare little time for such frivolities as building boats. But somehow I find myself out in the boat barn trying to poison myself with sawdust, epoxy and fiberglass more hours than I intended. Last year I completed a Bolger "Stretch Dory", and this year a Devlin "Surf Scoter" sprouts slowly in the barn.

Ray Youmans, Brunswick, ME.

## BOLGER TRADITIONAL?

I really enjoyed seeing the photo of that Bolger cat yawl in a recent issue ("Cat Yawl Bright Thread", December 1, 1991). That's a pretty boat under sail and very traditional looking, at least from that angle.

Greg Potter, Mobile, AL.



## REGISTRATION ALERT

A proposed open space conservation plan released by New York's Department of Environmental Conservation recommends registration of canoes, kayaks and rafts in order to provide funding for "coordinated river protection efforts". Further information on this plan, including written summaries, can be obtained by contacting the D.E.C.'s Robert Bathrick at (518) 457-2475 or Charles Bruel at the Office of Parks & Recreation, (518) 473-7944. Written comments should be sent to Open Space Conservation Plan, Room 404, 50 Wolf Rd., Albany, NY 12233-4250.

American Canoe Association, Newington, VA.

## THE BUG HAS BIT

You have a magazine that is very readable and down to earth and I spread the word about it to others I feel might enjoy it as much as I do. After my visit to the Wooden Canoe Heritage Association Assembly last summer at Paul Smiths, New York, a wonderful gathering, I ended up buying a 1935 Old Town canoe up in New Hampshire, which I hope to recanvas this winter with some help. The wood is in great shape. I guess the bug has bit.

Mark Helton, Hudson, MA.

## MORE ON "SBJ"

When I got the idea of replacing my dink with a slightly larger one that can be sailed, I checked out "SBJ" #69 (March, '89) which featured a buyers' guide to more than 200 dinghies, as well as so-called sea trials of nine ten-footers. Thumbing through that issue I realized how much we have lost with the demise of "SBJ": The many ads for modest boats, the how-to stuff about ropes, sails and gear, and other features such as "Waterlines" that presented pictures and descriptions of new boats from manufacturers and builders.

Jim Lacey, Willimantic, CT.

## SAVE THE "LUNA"

On the Boston Charles River Basin waterfront next to the Museum of Science, two old harbor tugs have been moored awaiting efforts of a private group to save them from destruction by moving them from the site. Because this effort has now failed, the Metropolitan District Commission, which has jurisdiction over the site, has declared the "Venus" and the "Luna" to be derelict and has now accepted a contract bid for them to be towed out to sea and scuttled.

Why save them? Both have significant historical value. They were designed by John Alden, built in 1929, are 97' long and weigh 300 tons. They are the last remaining tugs of this particular design, the first to use diesel-electric propulsion. Their life work was in Boston Harbor and they played a long-time role in the annual turnarounds of the "U.S.S. Constitution".

Only one group, the Shining Sea Foundation, has come up with a last minute plan for saving the tugs, one focussed mostly on at least saving the "Luna", the better of the two. But its details, time, money and space, don't meet the MDC timetable, so little chance is left to save the tugs. As you read this the final decisions will be about to made on the proposed scuttling. If you would like to help in any way to try to stave off this fate, contact Capt. Charles Quinlan, Shining Sea Foundation, (617) 567-8908, or Patrick Otton, (617) 782-3769 eves.

## NEEDS A STORY BAG

Our yearly Halloween canoe trip this year was on the Allagash. It's the best time of the year to do it. There are no bugs, sunrise is late enough for us late risers who still like to see the sun rise, and the sun stays low enough in the sky so you don't need foul weather gear (i.e. sunglasses). The sun also sets early enough to allow plenty of time around the campfire. We did pick a week that had 20 knot winds out of the north for three days, so we just went where we could, used lee shores and even lined alongshore. The rangers at Churchill Dam came out and gave us a tow the last three miles of Churchill Lake, and, of course, once we were off the lake, the wind died.

One piece of canoe gear I need to take on future trips is a "story bag". This is a bag of sand to keep at your feet to shift from side to side for ballast when your bow partner turns around to tell you a good story while you're running a minor set of rapids and need to keep the canoe trimmed. I only see this paddling companion on our spring and fall trips and you can't let rapids (or the truth) stand in the way of a good story.

Rob Stevens, Small Point, ME.



## THOSE GREAT LITTLE COVER BOATS

The cover photo on the December 1st issue has two boats in the foreground that I thought your readers might like to know a little more about.

The boat on the right is a "Gloucester Gull" owned by a friend of mine, Pete Peters, who rowed her to a rousing third place in the mens' rowing race. I know, as he was chasing me like crazy and I, in turn, was flailing away trying, in vain as it turned out, to catch Dan Muir in his "Lil Pickle". Great race, two Bolgers chasing a Thayer. They should have been there to see it.

The boat on the left is a "Natoma Skiff" designed by John DeLapp of Davis, California. A fixed seat version, owned by Louise Pittaway of Stonington, Connecticut (see how a design gets around), won "Favorite Boat" at the Mystic Small Craft Weekend last June. Another fixed seat version won a rowing race in Seattle, rowed by some ringer who John brought up from the Valley. John has been known to part with a set of plans for the skiff for \$20 if pressed, he's at 2315 Evenstar Ln., Davis, CA 95616. Past issues of the "Ash Breeze", the TSCA's fascinating quarterly publication (Box 350, Mystic, CT 06355) have had some interesting articles on the boat by Jim Lawson, who owns one, and by John, who also provides in one article ideas on oar design and construction.

I thoroughly enjoyed the composite report on the St. Michaels meet in that issue, your reporters caught the fun of it all and the photos were great. Fun it was, for the whole family. Our wives raced in rowing races, older kids rowed and sailed (two 12 year olds won the under 13' sailing race), and juniors charged around Sunday morning in a scavenger race with the Cullison "Pirates" chasing. There were lots and lots of ribbons handed out, boats shown off for judging, and lots of opportunities for trading rides in the best TSCA messing about tradition.

It reminded me of past fine times enjoyed at Lake Natoma near Sacramento, California, at spring TSCA meets with John DeLapp and friends. There we had rowing and sailing races, voted for favorite craft, camped on the green lawns (California is green in May) and shared communal meals. I strongly believe that the future of the TSCA is in such "messabouts" which have activities for the whole family, especially younger families who may prefer to share the fun and fellowship of human and breeze powered craft. I hope those who plan other meets include some of these elements in their events for the coming season.

Bill Rutherford, Metuchen, NJ.

## ENOUGH ON KAYAKS

Enough of the emphasis on kayaks. Kayakers have their own publications and I think "Boats" goes overboard on articles about them. Interest in these types of boats and activities I would think would be minimal with your readers. I say this having worked in the past for a fiberglass kayak manufacturer and presently own five kayaks.

In a recent issue the article "We Needed a Powerboat" (December 1, 1991) was perfect, drawings and discussions of modifications of various designs. There is a treasure trove of older interesting designs from "Popular Mechanics" and such which would be good to see again in print. Since the old "SBJ" is gone and its successor no longer provides technically interesting articles about low cost boats, I think that "Boats" might try to expand coverage to take up some of this slack.

Dick Tatlock, Lincoln, MA.

ED. NOTE: Most of the great old plans published in bygone magazines are still protected by copyright and are not available for reprinting. You have to go back beyond 50 years to get into the public domain for sure, as the 25 year copyright can be renewed for an additional 25 years if the holder so desires. The old boat stuff we do bring you from time to time has been made available to us one way or another so as to avoid this obstacle.

## FAVORITE ARTICLES

I certainly enjoy your magazine, it is a rare issue in which I do not find several articles of interest. My favorite articles are about readers' experiences with different types of boats and sailing rigs, and their comments on what they did and did not like. The D.C. Beard book was enjoyable and that series on the old pilot schooners was very interesting. Please continue Phil Bolger's designs, and Tom's conversations with his Townie are always welcome.

When I was in college I wore all the hats for a college literary magazine so I know something of the effort involved in getting out your magazine. I had a lot of advice then on how to improve that publication, but few offers to implement these suggestions. As editor I had, as you do, the last word on what the magazine would be. I like "Boats" and would be disappointed to see it evolve into a glossy publication.

Edward Aho, S. Berwick, ME.

ED NOTE. To reiterate earlier comments I have made on this topic of change, "Boats" will not evolve into a glossy commercial magazine, while if it changes at all in detail it will do so retaining its present focus on you and I and what we are all doing messing about in boats.

## Paddle Baja!

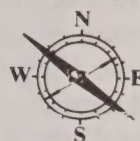
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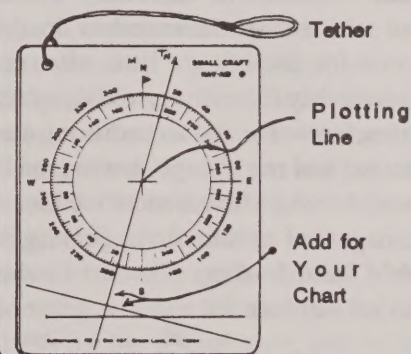
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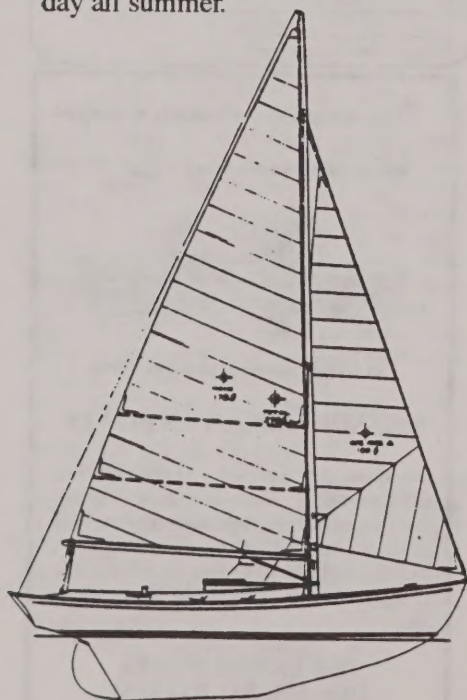


# The First Bridges Point 24 World Championship

Kent Mullikin

It's always a pleasure to spend the night afloat, even if you're virtually at your door-step. Anyway, I don't like to leave a boat unattended overnight on an anchor, not even the trustworthy fisherman we favor for the coast of Maine, so I slept aboard, snug in the cabin of the *Nancy B* as a hard rain drummed on the deck. That afternoon I had brought the boat around from her mooring in Burnt Coat Harbor to Mackerel Cove right in front of the house we rent on Swan's Island. Taking off from this side of the island would shorten the trip across Jericho Bay to Eggemoggin Reach.

The morning was flat calm with patchy fog as I bailed out the peapod, rowed in to the rocky beach, and walked up the meadow to the house for breakfast a little after six o'clock. My fifteen-year-old daughter Anna, crew for the expedition, was dressed and ready to go, having made the not-insignificant sacrifice (for a teenager) of getting up at first light. We'd been looking forward to this day all summer.



Bridges Point 24 (daysailer)

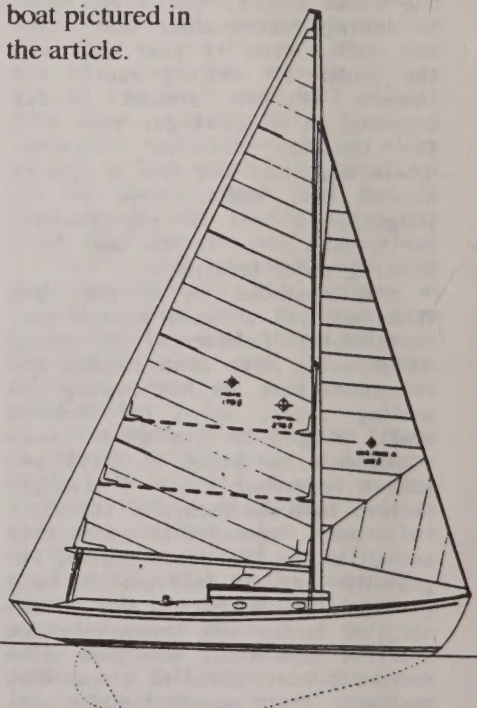
In fact, the anticipation had started one day in early spring when I received an invitation to participate in the first Bridges Point 24 World Championship on July 27, 1991. The invitation came from John Hanson, editor of the attractive magazine *Maine Boats & Harbors*. An admirer of the design, he decided to sponsor a rendezvous and some low-key racing at Bridges Point, birthplace of the class.

The Bridges Point 24 is a handsome little sloop, designed by the well known naval architect Joel White. The boats are nicely built by Wade Dow, who since 1985 has produced 25 hulls at his Bridges Point Boatyard in Brooklin, Maine. Most have stayed close to home in downeast Maine, though there are boats in Massachusetts, Rhode Island, Connecticut, Maryland, and even Oklahoma. The hull is hand-laid fiberglass, the deck is plywood covered with canvas-like dynel, the cabin and trim are wood, and winches, cleats, and chocks are bronze. The effect is so pleasingly traditional that more than once our *Nancy B* has been taken for a wooden boat pure and simple.

Joel White's design has been compared to several other fine boats of about the same size. Art Paine's design commentary (*Maine Boats & Harbors*, Spring 1989) notes a resemblance to Nathaniel Herreshoff's lovely 26' *Alerion*, one of the gems of the Mystic Seaport collection. The graceful sheer and moderate overhangs of the two are indeed similar, though *Alerion* is a centerboard design and the Bridges Point 24 has a full keel. The likeness is especially striking when the Bridges Point 24 hull is finished out as a daysailer with a Herreshoff-style cabin. And there's one more similarity: *Alerion* was Nathaniel Herreshoff's personal

boat, and Joel White keeps his own Bridges Point 24 on a mooring in front of his Brooklin Boatyard.

The Bridges Point 24's underwater lines also bring to mind the full keel designs of Carl Alberg. An article in the late lamented *Small Boat Journal* (November 1987) compares the boat with the 23' Alberg Sea Sprite and a couple of other boats about the same size. I have good reason to recall that article. Our family yearned for a boat of our own to use during the month we spend each summer on Swan's Island. We not only looked around for the perfect boat while we were in Maine but also pursued the search back home in North Carolina. After one long autumn afternoon of poking around a 25' sloop that had been ridden hard and put up wet, I showed the *SBJ* article to my wife, who took one look at the Bridges Point 24 and said, "That's more like it." The next day I called Wade Dow. The following weekend I flew to Maine and came back the owner of the very boat pictured in the article.



Bridges Point 24 (cruiser)



The *Nancy B*, named for Arthur Ransome's Nancy Blackett, has carried us very happily on many an afternoon sail, to island picnics, and each summer on several short cruises. With a v-berth forward, a quarter-berth (known to 11-year-old Sally as "the coffin"), and room for a sleeping bag under a cockpit tent (guess who sleeps there), the little sloop can at a pinch accommodate the whole family, though she's obviously much

more comfortable for two at a time. Best of all, she's a wonderful sailing boat, surprisingly fast and responsive in moderate air and also able to go right on when it breezes up to reefing conditions. My only complaint is that a certain amount of my time each summer is taken up by folks who come alongside to ask "What is that pretty boat?" But I don't mind that too much.

As we weighed anchor at 7:15, I had to wonder how *Nancy B* would fare in competition with her younger sisters. After all, she was the first Bridges Point 24 completed, and had more cabin and cruising gear than many of the subsequently built boats. There was no wind and some fog as we motored through York Narrows to Jericho Bay. Anna retired below to make up for lost sleep as I worked out the course for Eggemoggin Reach. Soon the fog thinned so that I could see across the bay, and on we fared with our 5 h.p. outboard pushing us along at something close to 5 knots till we anchored off the sandy beach of the Bridges Point Boatyard at 9:30.

Already half a dozen boats were on hand. Frances Holbrook had brought her *Jennie* across the Reach from Conary Island. Near the beach Terry Phillips and his family sat in the cockpit of their boat, the *Charles Hooper*, waiting for the ris-



*Drifting to the start*

ing tide to float her (does one refer to a boat named *Charles Hooper* as *her* ?) off the cradle. We waved to them as we rowed ashore to get acquainted with the other skippers and crews. Altogether, ten boats would turn up, ranging from the first three built (*Nancy B*, Joel White's *Elissha*, and Karl Schoettle's *Light Horse*) to John McShane's *Clytie*, launched two weeks previously. It was a lovely collection of boats. Only one thing was lacking—wind. John Hanson, however, decided to make virtue of necessity, and after a brief skippers' meeting, we drifted out from the anchorage to attempt a short race

Wade Dow, pleased to see so many of his creations assembled, served as race committee in his lobsterboat *Sea Princess*, and at the starting signal most of us were somewhere in the vicinity of the line, pointed more or less in the right direction, going nowhere fast. John Hanson, sailing Wade's Bridges Point 24, started at the windward end of the line and used what little air there was to take the lead, followed by Joel White. Most of the other boats sat in a clump and seemed drawn together by magnetic attraction. Somehow we all made it around a turning mark and headed back for the line as some whispers of breeze accelerated one boat and

then another. Nobody caught John and Joel, but Steve Gagliardi got his pretty dark green *Sorraida* moving well to finish third. We were fourth.

Back on shore, we enjoyed a festive midday break at the boatyard. Wade's wife Helena had made delicious crab rolls, and there were heaps of steamed clams and mussels, not to mention plenty of Geary's Ale and soft drinks to wash it all down. There was even a

cake in honor of the 70th birthday of Ned Rendall, skipper of *Orcadia*. All the while we enjoyed getting to know fellow sailors who shared shared our passion for the Bridges Point 24.

Pretty soon it was back to the beach, where we discovered a late arrival—Stan Myers's *Caution* from Deer Isle—and the welcome beginnings of an afternoon seabreeze. Forrest Dow, Wade's son and partner, headed out towards the middle of Eggemoggin Reach to set a windward mark. (Forrest's boat is a good-looking wooden lobsterboat built in 1938 for his grandfather; and is featured in Benjamin Mendlowitz's and Joel White's *Wood, Water, & Light*.) Once the course was set, Wade gave a five-minute warning and then sent us off, energetically banging a spoon on a frying pan in lieu of a starting gun. The pin end of the line was clearly favored, and we were doing our best to get there by reaching down the line on starboard tack, but Joel White got the jump on us with a perfectly timed port-tack start. As we tacked onto port several boatlengths to leeward of Joel but in clear air, I explained to Anna how his good start gave him the advantage. "It'll be o.k. if we don't win, Daddy," she sweetly remarked. "Trim the genoa another inch," I replied.

John Hanson, who had also



started on port was not far behind on our weather hip, but *Nancy B* was pointing higher and moving well. Soon we were dead ahead of John, and he tacked off out of our backwind. The rest of the fleet, bunched behind him, made a pretty sight beating into the afternoon breeze. After a couple of tacks we rounded the weather mark five boatlengths behind Joel. As we slid downwind, jibbing to starboard, I thought for a while we might catch a lucky puff and overtake Joel's lovely dark red *Elissha*. Meanwhile, John Hanson and Steve Gagliardi came on strong, heading a bit higher and hoping to roll over us. We gained a little on Joel, but at the leeward mark he was still a couple of boatlengths ahead and took off to windward, gaining some as we tacked to cover John and Steve. At the finish Joel was comfortably



*Joel White going to weather*

ahead, but we were a solid second. I was satisfied that *Nancy B* had decent boatspeed and if pointed in the right direction would do all right.

Once again on shore we gathered in the boatshed, where yet another Bridges Point 24 hull was under construction, for some more socializing and the awards ceremony. On behalf of *Maine Boats & Harbors* John Hanson presented the winner's

trophy to Joel White. To every skipper and crew he gave a souvenir mug emblazoned with the sailplan of the boat and "First Bridges Point 24 World Championship." We drank a toast to Joel, both in admiration of his fine sailing and in gratitude for his having designed a boat that had won our hearts. Before we dispersed we all vowed to be back again next summer for the second Bridges Point 24 world championship.

Anna and I stayed aboard that night under a bright moon that lit up Bridges Point and Eggemoggin Reach. As I said, it's always a pleasure to sleep afloat, especially when you have a great day to remember.

\* \* \*

*Kent Mullikin lives in Chapel Hill, North Carolina, where 11 months of the year he dreams of the one he spends on Swan's Island, Maine.*

## PISCATAQUA WHERRY

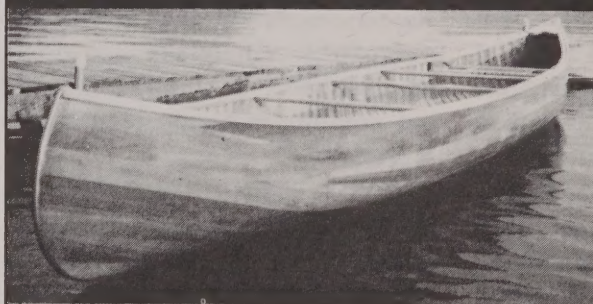


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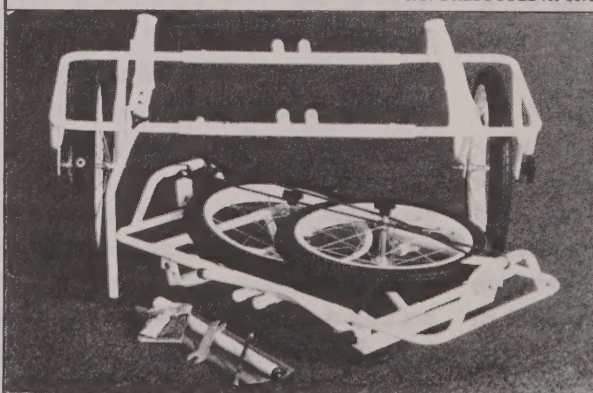


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If my family has a motto, it is probably, "There's no fool like an old fool."

Fortunately, like a rainbow, old age recedes as we approach. The closer I get to 50, the less 50 strikes me as old. As a matter of fact, in Hollywood at least, nearing 50 is practically considered sexy. See Cher, Linda Evans, Rachel Welch, Glen Close, Meryl Streep, etc., etc.

Once again, I have digressed. What I started to tell you about was my 44th birthday party at Lake Winnisquam, N.H. As it turned out, I was offered my first opportunity to (1) eat the worm at the bottom of a bottle of Mescal Tequila (2) go kayaking and (3) turn a kayak completely over while surgically attached.

Two out of three really isn't bad for a whimpering, sniveling coward.

My "friends" Jerry, Jackie and Alan decided to make me their weekend kayaking project. They lulled me into a sense of invincibility while explaining that kayaks are actually safer than taking a nap on the couch during Jeopardy reruns. They patted my large frame as they belted and looped life vests, spray skirts and safety harnesses to every part of my body. With encouraging words they talked me into stuffing my long fat legs into a tube the size of a large carrot. Then they eased my sleek, dolphin-like body in an opening slightly larger than my ear. This is not a typo, I mean EAR.

At this point, 8:30 a.m. Sunday morning, Jerry and Jackie decide we should travel two miles up the lake for coffee, newspapers and beer ice. I am not in any position to argue, so they shove me into the lake, flooding several nearby campsites and we ricochet northward like giant, crazed

## Birthday Paddle

By KENNETH WADE

skimmer bugs.

At the marina, they pry me out of the boat and I stumble to the store. Both legs are sound asleep and my head and feet are swollen with suet which had been squeezed from my ample midsection during the zig zag race from our beach.

I remember thinking, "This is probably a great sport for small, bouyant people with actual muscles on their arms and backs. This is, however, not for me, but I will keep quiet until we are safely back at the breakfast table."

After a delicious cup of coffee, during which much of the sensation returns to my lower body, J & J decide I should try Jackie's somewhat larger craft for the return trip. They lower me into the blue kayak somewhat like they drop the bodies of whales into the hold of those Japanese factory ships, but, I am amazed to discover, this boat does not hurt to drive! The ride back to camp is heaven. The rudder pedals actually touch my feet, my midsection only aches when I breathe and I am capable of traveling in more or less straight lines.

I've become an addict. This activity is like a cross between strolling through Paris with your snuggle bunny and racing office swivel chairs on perfectly flat floors. The oar is pulling through the warm water like a great silver salmon. Houses, docks, trees, rocks and party boats glide past like silent slides on a screen. At one point I try herding a small family of ducks but they give me a look which says, "Who is this jerk?"

and they break into the duck equivalent of a jog and they are gone. Nevertheless, I am convinced that I am one with nature.

Back at the settlement, I wave triumphantly to the cluster of friends on shore. I demonstrate my total command of the vessel with a nonchalant flip of my paddle, a toss of my boyish head and a gleeful snort of laughter.

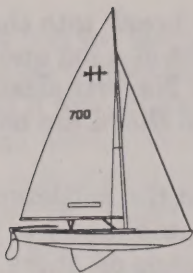
I am unable to hear them asking, "What happened to Ken? He was out there in the water just a moment ago, and now all that I can see is the bottom of a large blue kayak. Perhaps he is playing a little joke on us?"

I am unable to hear them because I am on the underside of the boat going over my life insurance policies in my mind. I am also reviewing the physics of strapping a pork chop to a log. Would the pork chop come to rest on the top of the log, or would it more naturally be found on the underside of the aforementioned tree limb? Rather than waste my readers' time with such speculation, I decide to kick the kayak off my body in much the same manner as a man might remove a shoe or article of clothing containing a swarm of angry yellow-jacket hornets.

This strategy is remarkably successful. I immediately find myself in a distant corner of the lake, watching my boat, oar, sponge and jacket float to the surface, while observing my sunglasses, self-esteem and ego sink to the bottom.

My comrades were quite kind to me, considering. They dried my clothes, snickering for the most part out of earshot and offered me food and sympathy. "Rotary cooling," they called it. "Happens to everybody," they lied.





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## *Still the Best on the Bay*



The "Hampton" has been a favorite one-design sailboat on the lower Chesapeake Bay for decades. Named after her parent yacht club, the 18' sloop boasts a strong racing history and presence.

Originally built by Vincent Serio in 1934, the boat's popularity has remained active and strong because of the dedication and love her sailors possess for her lines and her excellent sailing qualities.

The boat itself was the product of a committee selected by the Hampton Yacht Club to pick a one-design boat that would fit the waters of lower Chesapeake Bay. The result was the Hampton, because the other one-designs at that time were either too simple or too costly. The Star was a contender, but its deep keel was not suited for the shallow waters of the Bay rivers. Vincent Serio built the first of the 500 Hamptons for Syd Vincent in 1934 for the sum of \$325. Then to help market the new boat, it was offered for use to any responsible member of the Hampton Yacht Club.

Racing started amongst the Hamptons in the summer of 1935 after the first seven boats had been built and launched, but the Hampton One-Design Racing Association was not formed until 1938. This became necessary by then as there were over 70 boats actively racing. Popularity of the little sloop grew and soon yacht clubs all over the Bay included the Hampton in their regattas.

The Hampton has a large sail area for its size (195 sq. ft.) and will move well upwind, yet doesn't carry a spinnaker downwind in order to keep things simple and inexpensive.

Another major builder of the Hampton was BOW Marine, which built some 60 fiberglass versions. Experimentation in fiberglass started in 1961, but a final version of this boat was not accepted until August, 1962. Since that time the glass Hampton has dominated the numbers on the water, and has remained on a par with the older wooden Hamptons in speed and beauty.

Fiberglass boats are now being built by Harry Sindle of Gloucester, VA. Harry is widely known for his quality one-design boats and has been building Hamptons since 1987. A new boat now costs about \$7,800.

Four wooden Hamptons are still being raced actively, including #514 which was built in 1948 and #609 which won second place in the 1991 Nationals.

Ted Wilcox is a senior skipper who still wins large regattas, winning the Hampton Nationals this year over twelve others.



The most significant changes to the Hampton, other than the change over to fiberglass construction also happened in 1962 when aluminum spars and the trapeze were adopted. This meant that the boats could be sailed in stronger wind conditions than heretofore.

Interest in one-design sailing tapered off in the '70's and '80's and the Hampton was not excepted. But now the Association is enjoying a resurrection. Old boats are being rebuilt and new boats are being built. In the past 24 months at least ten Hamptons have been pulled from mothballs and restored. St. Mary's, MD, has re-established its fleet, three new boats will be built this winter, and at least four new sailors will be joining the racing by spring.

These sailors are not drawn to the Hampton solely by her beauty, but by the lure of being a part of a well organized fleet of thirty-plus boats that participate in CBYRA sanctioned and non-sanctioned events each month; novice regattas for sailors who have never raced, workshops taught by national champions, and competition at all skill levels.

Probably the most attractive thing about the boat is its cost. Compared to other one-design boats around the same size, the Hampton is inexpensive. Used boats cost between \$1,500 and \$4,000, sails range from \$750 to \$1,150 a set, and the boat is easily trailered so there are no mooring fees.

In the early '80's a book was written about the Hamptons, called, "The Best on the Bay", by Jane and George Webb. Inquire about it at your local library or at the Mariners Museum Gift Shop. For racing information and/or a used boat list, contact this reporter.

Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452, (804) 463-6895.



TOP: Ted Wilcox in #663 leads the way to the reach mark at the 1991 Nationals at Cambridge, Maryland. Joe Addington chases him in a new Cardinal Hampton. Joe is 67 (Scott Wolff Photo). Bottom: Charlie McCoy, Jr. with crew Elizabeth in #514, the oldest boat in the fleet (1948) chases Joe Atwood's reconditioned "Black Magic" (Ron Roblee Photo).

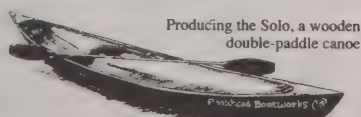
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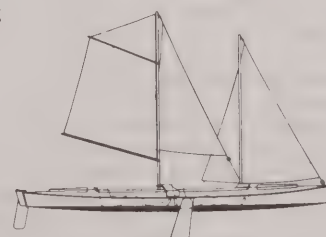
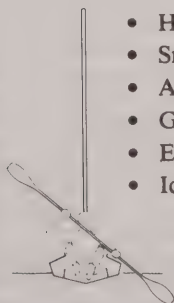
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# Row, row, row your boat gently across the Pacific

HIS ANCESTOR, François-Marie d'Aboville, fought in the Battle of Fontenoy (where France defeated a coalition army led by the Duke of Cumberland), at Valmy and later in the Napoleonic campaigns, and his family name is carved in stone at the Arc de Triomphe. Breaking with his family's long military tradition, Gérard d'Aboville [his father was an army colonel] has opted for the life of an oarsman and dreams of arriving, either in triumph or anonymously, beneath that other arch on American scale — the Golden Gate bridge spanning San Francisco Bay.

Setting out on July 11 this year from the Japanese port of Choshi some 200 kilometres east of Tokyo, this granite-willed Breton (a will revealed when he rowed across the Atlantic in 1980) is confronting an even more demented challenge — to row the 10,200 kilometres (5,500 nautical miles) of Pacific Ocean separating Japan from California — twice the distance across the Atlantic. The solitary rower, on a journey expected to last five months, broke radio silence for a longer spell on October 9 to mark his 100th day at sea, already two-thirds into his marathon journey. Radio stations, family and friends all rushed to reach him on the airwaves.

Since then d'Aboville has returned to rowing away in total silence, but appears to be experiencing particularly difficult moments. Adverse winds have hampered his progress. His boat may be shrouded in mist and he is often forced to stop and cast sea anchor so as not to be pushed back. The solitary sailor, who is trying to get some sleep, clad in boots and oilskins, in his two sleeping bags both thoroughly drenched as the result of the boat turning over 27 times (this happened only five times when he crossed the Atlantic), is now talking more frequently than usual about the cold and the pains in his joints, muscles and pelvis.

Dr Jean-Yves Chauve, medical consultant on the single-handed, non-stop, round-the-world race for yachts, has just been called in for a radio consultation but d'Aboville cut it short. "Gérard is unbending, rather uncommunicative and believes he can handle his own problems unaided," said Dr Chauve. "In this kind of sustained adventure, it is important to set oneself short-range targets — to think, first, of the third of the distance to cover, then half, then two thirds and three quarters. This time we spoke a great deal about the arrival. This may have unfocussed and destabilised him. A radio link is a two-edged thing. It heightens the receiver's tendencies. It can be very stimulating if everything is going smoothly, but it can become very stressful if it is not. But Gérard's present silence is not necessarily worrying. He may have closed in on himself in order to refocus his attention and recharge his energies."

More than a physical exploit, such a crossing of the Pacific by an oarsman who celebrated his 46th birthday at sea is primarily an exploration of his own self. A quest to discover his own physical and psychological limits.

"I am not doing this for the pleasure either of the challenge or of the exploit,"

d'Aboville said before he set out. "What I am very interested in is tackling a major project which seems to defy fulfilment. I want to take the irrational out of it, explore its flaws, invent the means and finally prepare myself to go all the way to the very end."

This was precisely how he went about in 1980 when to everybody's disbelief and astonishment he became the first to row alone the 5,200 km (2,800 nautical miles) separating Cape Cod (Mass.) from Brest in 72 days.

Fired by the lives of such adventurers as Henri de Monfried [a sailor and writer, de Monfried — 1879-1974 — wrote many books, one of which was *The Adventures of a Red Sea Smuggler*], very early in life he went round the world in a sailing boat, financing his voyage by doing odd jobs at his ports of call. But it was the account of two Englishmen who rowed a boat from Newfoundland to Ireland that really changed his life.

D'Aboville took two years to finalise his plans. He himself built his 5.2 metre boat in moulded wood. Now, 11 years later, he has utilised the lessons learned from this first experience and taken advantage of advances made in navigation to tackle the crossing of the biggest ocean. His new boat (Sector), designed in consultation with the La Rochelle naval architect Jean Berret, is 8 metres long and has a maximum width of 1.8 metres. Made of polystyrene foam sandwiched between carbon fibre plates, it weighs only 150 kilos empty.

The boat is divided into three sections. Under the decked bow are stashed 160 kilos of mostly freeze-dried foods which could provide him with 3,500 calories a day for a crossing of five to six months. The middle section contains a rowing thwart with a sliding sculling seat similar to exercise machines found in gyms, but which also activates a small pump for desalinating seawater.

When he is not pulling one of his three pairs of 3 to 3.2-metres-long oars, d'Aboville can duck into a cabin at the stern. It is 2.5 metres long space with a maximum height of 80 centimetres, which contains his sleeping gear, portable stove, navigation and communications instruments and the controls of the four ballasts (port, starboard, bow and stern) necessary for re-righting the boat when it overturns.

When he arrived at Choshi in June, d'Aboville thought he had taken care of all the details. Unfortunately for him, fixing up problems developed by his radio and on-board telex prevented him from setting out in the time slot he had set himself just before the onset of the rainy season. He had to wait three weeks for the rain to ease up to take to the sea, and the delay was to modify the navigation conditions that he had envisaged for the entire course. Right from the outset he faced adverse winds which almost pushed him back ashore. On the second day, he was caught offguard when his boat capsized, drenching everything aboard.

He wanted to use the strong three-to-four-knot Kuro Shivo current to move northwards quickly above the 40th parallel. But the east wind blowing against the current whipped

up choppy seas.

"A 60-ft sailing ship is relatively stable with its mast and keel," explained Dr

Chauve. "Its movements are slow and are easy enough to anticipate. A rowing boat, on the other hand, has no keel to speak of and rolls all the time.

Physically and nervously it is much more trying, and the movements place constant strain on the vestibular system. The subject is soon reduced to an asthenic condition."

Six weeks after he set out, d'Aboville was running a fortnight behind his schedule. That was when he prayed for a trough of low pressure and the winds coming with it. "I then take out my seven-league boots (the big oars) for covering my tiny degree of longitude for the day at an average rate of four knots," he said.

Yet one of these low-pressure troughs nearly proved fatal to him on August 26. His boat overturned and he found himself trapped when his safety harness was caught up under the sliding seat. Held upside down in the cockpit, he could breathe only when the boat slid into a trough and he just managed to escape drowning. It took an interminable half an hour to free himself and throw up all the sea water he had swallowed.

The worst was to come in mid-September when he was hit by two typhoons. "I saw hundreds of birds swooping down southwards trying to escape the typhoon as I was," he said. There was nothing he could do but take shelter in his tiny cabin. "I lay down on the berth, my feet towards the stern, for when a breaker crashes down on you with a roar, the boat goes skidding along at the same speed as the wave. Usually, after five or six seconds, everything goes off well. The bow lifts up and the wave slides past underneath. But sometimes the bow buries itself in the wave and then the cockpit is flooded. It's like crashing into a wall. You're travelling at 15 knots at any one moment and come to a dead stop with a terrible shock against the barrier of water. Everything in the cabin, including myself, is hurled forward. That's why it's better to lie with your feet pointing towards the bow."

Mireille, the second typhoon, left him rather badly shaken. The boat turned over six times in a matter of hours. Once the bow was lifted up vertically and the boat crashed down on its roof. "I thought I'd broken a rib," said d'Aboville. "Most of all I wondered how the boat wasn't reduced to matchwood."

Shaken as in a washing machine and having to row ten to twelve hours a day when the weather permitted, the Breton sailor has suffered a great deal physically since setting out on his voyage. His sense of propriety won't let him talk about the boils covering his body. He was recently forced to take antibiotics to treat an infection of the elbow. Dr Chauve has also advised him to follow an anti-inflammatory treatment so he could better diagnose the many pains felt by the sailor. "It'll also be a good way of testing his state and his determination to continue with this adventure positively," said the physician.

Gérard d'Aboville admittedly does not have



to prove his willpower and doggedness. But there is a lack of references for assessing all the effects of such a long solitary adventure. Competitors in the non-stop, round-the-world yacht race had also spent more than 100 days all alone at sea. But unlike them, the solitary rower is always seated or lying down and doesn't have the benefit of being spurred on by the competition. "Unlike a ship, the rowing boat is tossed about on waves and carried away by currents," said Dr Chauve. "This is not very stimulating for the rower, whose action doesn't always produce positive

results."

While the ocean can sometimes work up a violence that is psychologically terrifying to the rower, the hardest part for him is perhaps to encounter adverse winds which force him to cast a drogue (sea anchor) to try to stay in place. Frédéric Guérin, who has taken part in three transatlantic races for 6.5 metre boats, attempted on June 27 to beat d'Aboville's rowing record. After a month without radio communications and a week spent riding at sea anchor, he set off his distress beacon some 120 miles from the

Irish coast.

"I was at the divide between two worlds, between the rational and madness," Guérin explained. "I didn't want it to turn into a psychological tragedy."

Gérard d'Aboville has today completed three-quarters of his Pacific crossing. But he has still 1,400 nautical miles to go — which is equivalent to half the Atlantic crossing.

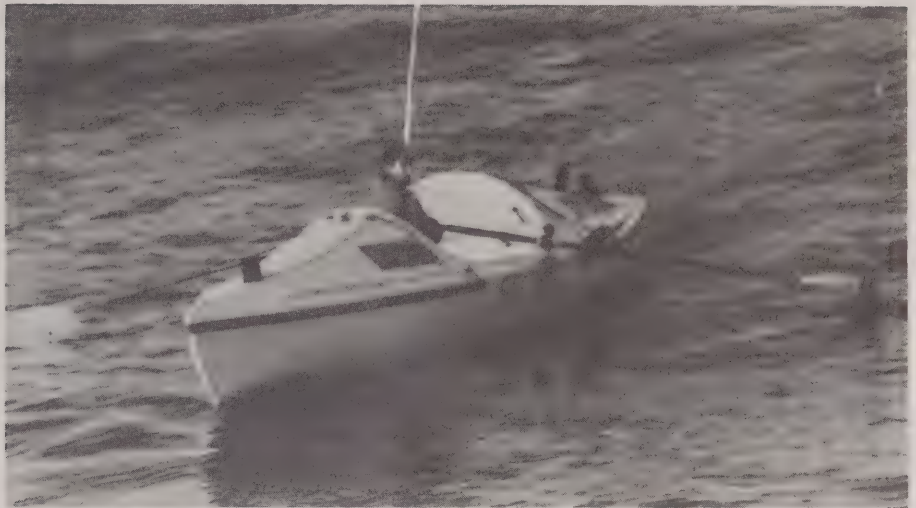
**By Gérard Albouy**

Reprinted from the "Manchester Guardian".

## He's here!

*Ocean adventurer completes odyssey*

Reprinted from the "Daily Astorian", Astoria, OR.



The Daily Astorian — ROBIN LOZNAK

**Gerard d'Aboville was rowing his boat past Buoy 1 this morning.**

### MICHELE LABOUNTY Of The Daily Astorian

ILWACO, Wash. — The Frenchman did it. He rowed from Japan to the U.S.A., surviving harrowing experiences in an epic journey that started July 11.

At mid-morning today, Gerard d'Aboville gave up his struggle against sea swells of from 4 to 10 feet a few miles off the Washington coast and let the Miss Mary, a commercial fishing boat, tow him over the treacherous Columbia River bar.

A crowd of onlookers, including family, friends and dozens of French journalists, cheered when he arrived around noon. His wife, Cornelia, climbed aboard and gave him a hug.

The bar — the third most dangerous in the world — confounded his original determination to paddle all the way to Ilwaco.

D'Aboville set foot on land in Ilwaco after 135 days alone in his 26-foot long, 6-foot-wide rowboat-kayak dubbed Sector. The craft gets its name from Sector Sports Watches, the Swiss company sponsoring the adventure.

All the world's eyes have focused on d'Aboville this week as he battled storms and edged closer to the mouth of the Columbia River. Many people are calling this descendant of French sailors a hero.

Writers and photographers from around the globe descended on the North Coast to document his nearly

6,300-mile journey. Some writers have called from Paris asking what Astorians think of the deed that has made daily French television and newspaper news for weeks.

A few dozen excited local residents, including some kids who cut school, watched d'Aboville's labored progress early this morning from Cape Disappointment Lighthouse south of here.

Early today press boats came within 100 yards of the dark-haired adventurer dressed in red rain pants and slicker and a dark blue long-sleeved shirt. He looked good, a photographer said.

For awhile in this morning's mostly sunny skies, one of d'Aboville's support team in a Zodiac tied up to the adventurer's craft to talk. D'Aboville looked like a sliver through a spotting scope from those observing him from Cape Disappointment. Debbie Oakes of Ilwaco was one of those watching. Her husband, John, is captain of the Miss Mary, chartered by the French support team and d'Aboville's cousin, Oliver deKersauzon.

D'Aboville has tested his physical and mental reserves in his sleek white, but worn, craft of molded fiber carbon. He survived on freeze-dried food and water from a desalination machine.

Rowing consumed nearly 10 hours a day.

D'Aboville nearly died in late

August when his craft capsized and he was tossed into the ocean. His safety harness turned into a lethal trap, tangling in the sliding seat and stopping him from leaving the overturned cockpit. For 30 minutes, he struggled and grabbed gulps of air between waves.

**TODAY WAS ANOTHER** story. As if by magic, Oregon's recent raging storms broke to reveal a pre-dawn full moon over the mouth of the Columbia River and later bright sun and blue skies.

It was a fitting end to the rugged adventurer's trek. He now claims two oceans — crossing the Atlantic in a rowboat in 1980 and now this, which supporters claim is the first time anyone has rowed across the Pacific.

Actually he's the second person to row across the Pacific. Peter Bird, of Britain and reportedly a friend of d'Aboville, rowed from San Francisco to about 30 miles off Australia in 1982-83.

D'Aboville's east-to-west route was considered more difficult because of dangerous currents and tricky winds.

Records aside, d'Aboville was relieved to feel terra firma. After an expected reunion with his wife, two children and parents, he was scheduled to be whisked to Columbia Memorial Hospital in Astoria for a battery of medical tests expected to last several hours. The hospital is donating its services.

There was a chance d'Aboville might only be treated by his personal physician, Dr. Jean Yves Chauve, at a private location. Chauve reported d'Aboville in good health Wednesday night.

D'Aboville's family, who arrived earlier this week from France, talked by radio with him for about an hour Wednesday.

D'Aboville's body and craft has taken its share of abuse during the rigorous journey. He is known to have broken a rib in September when rough seas capsized his craft while he slept.

And Tuesday, as he battled a storm with gale force winds, he suffered a gash on his forehead and a back injury when Sector capsized for the 34th time on the trip.

Excitement swept through Astoria. Jerry Ostermiller, director of the Columbia River Maritime Museum, likened d'Aboville's feat to the heroics of Charles Lindbergh — the pilot who flew solo across the Atlantic Ocean as the world held its breath.

Even budding journalists from Lewis and Clark School longed for a glimpse of the famous Frenchman. Mark Erickson, their teacher, hoped d'Aboville would meet with students during this afternoon's press conference.

*Matt Winters from The Chinook Observer also contributed to this story.*



# Au Revoir And Bonne Chance... Off For France

Reprinted from the "Cape Codder", Orleans, MA. Barry Donahue Photos.



As an escort boat veers off to return to port, Frederic Guerin, the courageous rower, confronts a solitude that will grow greater each day over the next two months.

By John LoDico

**F**rederick Guerin began his 3000-mile solo journey across the Atlantic at 1:30 pm yesterday, as a small flotilla of boats blared horns and bells to mark the rower's departure from a buoy just outside the Chatham breach.

Mr Guerin hopes to row the Atlantic faster than the record holder, George D'Abboville, who left Chatham in 1980 and arrived in France 72 days later.

Guided only by a sextant and his wits, the brave Frenchman from Trinite-sur-Mer in Brittany hugged his mother, Nanou, and his hometown friend, Jean-Jacques Bourbon, under clear skies, and then began rowing aided by a favorable southwest wind.

Coast Guard Chief Jack Downey at the helm of the station's 44-foot rescue boat wailed the vessel's siren and called out a good luck message. A fisherman, who joined the flotilla, steered his small skiff nearby and yelled, "Good luck, pal, we'll be thinking of you."

Friends of Mr Guerin who helped build his 21-foot boat, and who accompanied him to Chatham -- where he showed up virtually unannounced -- said the rower could expect at least five more days of ideal weather.

The much-anticipated send-off depended entirely on the wind and weather. Yesterday, it became clear that the

momentous day had arrived and preparations began early. By noon, a crowd of about 50 well wishers crammed the small dock of Mill Pond Boat Yard to shake Mr Guerin's hand and wish him well.

After a toast of champagne that Mr Guerin shared with his friends and some members of the press, his vessel, *Ramereve*, was towed under Bridge Street, through Stage Harbor and then by Lighthouse Beach and through the breach.

He was towed by the *Sculpin*, the same vessel that the late F. Spaulding Dunbar towed Mr D'Abboville out to sea in for the 1980 crossing. Skippering the *Sculpin* this time around were two fine boatbuilders: Tom Ennis and George Douglass, owner of Mill Pond Boat Yard, which the French team praised for its valuable help over the past weeks.

From Mill Pond to the breach, onlookers hanging off Bridge Street and picnicking along the shore, waved their greetings to Mr Guerin. Lighthouse Beach parking lot was filled with waving well-wishers, who watched as the flotilla grew to about 10 boats.

Mr Guerin doffed his rowing cap to the crowds, the last shore-based humanity he will encounter in his lonely voyage east.

"From the Coast Guard right on down to our landlady, everybody has been so helpful," said Mr Guerin's friend, Kevin Pahl, whose many duties included translating for the rower. Mr Bourbon, who brushed tears from his eyes as his hometown friend rowed away in solitude, also said he was full of thanks for everyone he met in Chatham.

Freddo, as Mr Guerin is called, and his entourage showed up in Chatham two weeks ago and were taken in by pilot Trip Wheeler, an adventurer of sorts in his own right. Mr Wheeler bid the final *au revoir* to his French friend, by swooping low over the water in his airplane and giving a hearty wave.

Now the only human contact the lone rower will have is through a network of amateur radio enthusiasts, who will attempt to monitor his CB broadcasts. That will be difficult since his small CB depends on radio "skip" to transmit over large distances.

From Parker Wiseman's Boston Whaler, which served as one of three press boats, Mrs Guerin watched her son row away. Holding a camera, binoculars and wearing a stoic, but somewhat sad, expression she said she was not afraid for her son. She has confidence in him.

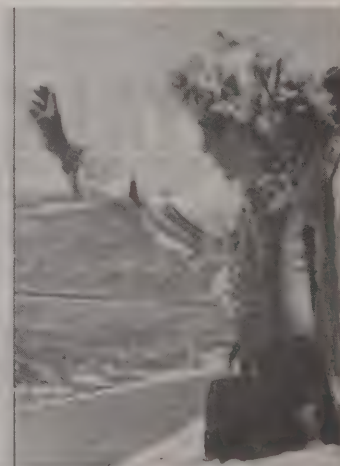
He certainly has confidence in himself, and the *Ramereve*.



Under Bridge Street.



Frederic Guerin and *Ramereve*.



Nanou Guerin waves *au revoir* to her son Freddo.



If you can't afford an America's Cup boat or a BOC racer, at about \$10 million, but you want to race on the "big track" (the oceans), you can do it in a 14 footer for peanuts, say around \$12,000.

The new "So-Du-It" class (that's "So" for solo, "Du" for duo, and "It" added to turn a name into a slogan) offers a combination of competition, safety, comfort, and economy. "So-Du-It" is designed by Ted Brewer and Jim Betts, who are co-authors of the book, "Understanding Boat Design" and founders of the Yacht Design Institute. Both are experienced sailboat racers with considerable offshore experience.

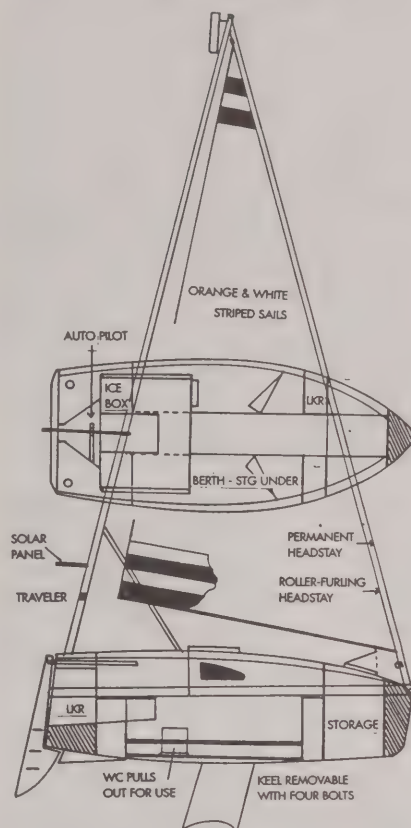
The boat has a unique A-frame mast mounted aft. There is no boom. The sail is really two sails; they lie together on the wind and wing out downwind, and reef and furl from the cockpit. The cockpit is such that you sit "down in" as opposed to the usual "sit-on-deck" style in small boats. That is one of the many safety features. "So-Du-It" is self-rescuing with foam flotation, the cabin and deck are painted orange and the sails are orange and white stripes. In addition, each boat will be required to carry a 3hp outboard motor in a well and six gallons of gas. The motor may be used at any time.

Organized ocean racing calls for the first event to be from Newport, Rhode Island, to Falmouth, England, in June of 1992 (about a five week trip). Other events are planned to Bermuda and from Los Angeles to Hawaii. A special shipping crate has been designed in which to move the boat from place to place. The keel is easily removed with only four bolts.

"So-Du-It" can be sailed solo or with a crew of two. In either case, it uses an autopilot linked to the tiller. Each boat will be required to have GPS navigation system and VHF radio, as well as a permanent radar reflector and other safety gear.

Supplies (about 150 pounds of food and water for one for up to six weeks) are secured in latched

## "So~Du~It" Ocean Racer



LOA 14'-0"  
Beam 6'-0"  
Sail Area 120 (240)  
Displ. 985#  
(Including crew of one and supplies.)

storage areas under the two bunks and in storage areas fore and aft. Each boat will also be required to carry a reverse osmosis water maker and emergency food and water for an additional two weeks.

Class rules prohibit the crew from going on the deck. A foredeck hatch makes it easy to work on the forestays, set anchor and deploy a sea anchor. For inshore races and cruising there's a chemical toilet.

"So-Du-It" may be bought without cabin interior in case one has his own ideas about the perfect layout.

In addition to trans-oceanic events, local racing is planned, with day-races for practice, and 24 hour events. A special race/cruise series, Newport to Bermuda and Los Angeles to Hawaii, will feature "Noon-to-Noon" races. The race will start at noon the first day and end at noon the next day. The finish line will be a waypoint laid on the GPS (Global Navigation System) unit. The first boat to reach that point will hold its position and become the finish line. Actually, the next race may not start until some time after noon as the fleet must await the last boat.

While the deck must be painted orange, the hull may be any color. The number of each boat will be in a large circle on each side of the hull. The sheer stripe will be in "national racing colors", such as blue for the U.S., British racing green, German silver, Italian red, etc. (as in auto racing). There will be awards for individuals as well as national teams.

The plans call for two versions: A stock fiberglass boat and a cold molded veneer boat owner built. A cold molded hull should cost about \$1,000.

Significant commercial sponsorship is anticipated. A major sponsor will have "total exposure" and down the line sponsors will have participation based on their contribution. The major goal is to have prize money that will lead to full time racing, much as with auto racing.

When I couldn't even dream of the Indy 500 I raced an old midget car and dreamed of possible fame. Will I race a "So-Du-It"? My boat is #1. At 63, with some 35 years of sailboat racing, I now have the boat that puts it on the line, no mega-bucks funding, no 20 person crew, no computers and no direction by committee. This is the last great individual sport in the world.

For more information, contact me, Jim Betts, "So-Du-It", P.O. Box 1309, Point Pleasant Beach, NJ 08742.

Interested in traditional small boats?

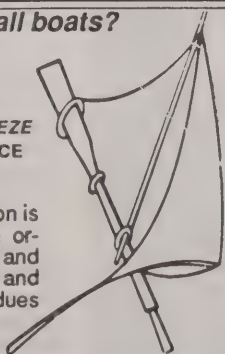
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## Musings on Marine Museums & Models

There are a lot of good marine museums along the coast. One of my favorites is the Penobscott Marine Museum in Searsport, Maine. If you delight in poking around peapods and classic small pulling boats or simply enjoy visiting the Searsport region of Maine, reserve a room at any of the outstanding bed and breakfast inns, pack your boat and head Down East.

The Penobscott Marine Museum has good chemistry. It reminds me of the character that used to be found at the Maine Marine Museum in Bath, Maine. Searsport is a beautiful old seafarer's town and the museum site makes up a pretty little village. Dorothy and I made an overnight trip down to Searsport and back to Boston and could easily spend a week visiting the marine sites along the way. With the help of Sam Shogren, curator, I was able to get a good look at a number of small boat models they had in storage in their workshop. They have a library which contains a wealth of Maine maritime historical information and an exhibit hall with classic craft and terrific paintings, adjoins the village houses. Their recent addition of a captain's gig in great condition must be the dream of every maritime museum. The gig, Little Eva, was built circa 1881 by the ship's carpenter aboard the ship "Cora" and is dressed up with varnished teak. The boat measures out LOA 16' 1" beam 4' 3" and depth amidships of 2' 1 1/2 inches. Little Eva has 3 rowing stations and could also be sailed under a cat rig/sprit sail.

If you have appreciation for the lines of a classic Rangeley pulling boat you will enjoy looking over the finely crafted boat built by Hubert W. Townsend circa 1856 for use on lake Cobscooksee and nearby rivers. This boat is strip planked with two rowing stations and rudder, LOA 17' 6" with a beam 47 1/2".

Also to be enjoyed is a 14' pulling boat which is said to be a Rangeley guide boat designed by Hereschoff. This particular boat was built by Thomas Fleming Day, Inc., Eight Ave. in New York. It's a handsome boat with seats in bow and stern, two pulling stations. The hull is varnished with green bottom. The boat was used by the Mosley family on Islesboro, ME.

From the world of bright work you can go to the fishing boat exhibit and see craft such as a unique 80 year old "smelt scow" measuring 30 feet long or classic dories and a number of peapods.

This is a museum for small craft. I think the largest boat is the 27 foot cruising sloop Wave Crest. Built in 1917 by Cobb Brothers boat yard, Brewer, ME in 1916 for the Maine author and artist George Wasson. In contrast to

From the top: On display at the Penobscot Museum: The 1881 captain's gig "Little Eva", an 1856 Rangeley guideboat, and another Rangeley square stern built by Thomas Fleming Day (lower right in photo beside keelboat).



the high tech rigs of today, the Wave Crest carried a hefty mast with minimal standing rigging.

Sam mentioned that the Pennobscott Marine Museum is considering a model exhibition next spring for local model builders. Hopefully they will as all model builders to participate. I am sure that a lot of you build models. I've been building radio control small boats since 1973 when I built my first sailing model of a Friendship Sloop. Now I'm building working models of classic Jonesport Lobster Boats and old tugs. Please contact Mr. Renny Stackpole museum director and ask him to support for a big model show and perhaps you would offer the suggestion that they include a messabout for people powered small craft.

There's a lot of small boat builders in Maine who could bring their Whitehalls, dories and canoes. For those of us with radio controlled models we could muster a fleet of Friendship Sloops, lobster boats, steam tugs and Coast Guard Cutters to sail in the local mill pond.

Maybe they could get some of the local boat builders to put on workshops and share some of their tricks with us back yard builders. To make this happen about you'll need to write to Mr. Renny Stackpole, Penobscott Marine Museum, Searsport, ME 04974 or call him at 207 548 2529.

Last year I attended a model exhibition in Toronto courtesy of their local Museum of Industry and Technology. Boating enthusiasts from all over Canada and the US brought displayed hundreds of models. They ranged from 12 inch canoes to 12 foot radio control ship models. The host museum had range of exhibits (inside) ranging from several full size steam railroad engines to a terrific antique steam launch. A model Hurricane island pulling boat was one of the first place winners.

Tucked away on the shore of Casco Bay is the Spring Point Museum on the Campus of Southern Maine Technical College in South Portland. Their role in life is the preservation of the history of South Portland. South Portland is so rich in marine history that its easy to make the assumption that this is a maritime museum. For the marine historian and model ship builder their are treasures tucked away in the museum.

The museum got its start as a joint effort to preserve the history of the 236 Liberty ships built in local yards during world war two. Bill Bayreuther, Executive Director, known by many modelers for his role at the US Constitution Museum in Boston and recent tour as curator for the Pennobscott Marine Museum in Searsport has accepted the challenge to pilot an expansion of the Spring Point Museum in 1991.

When you arrive at the museum you'll find a breathtaking view of Casco Bay with its islands and heavy boat and ship traffic. Just in front of the museum is large lawn just waiting for an exhibit of radio controlled ship models. At the side are the grounds of Fort Preble (Civil War Period). Facing the harbor to the right of the museum is a break water that takes you out to the scenic Spring Point Lighthouse (1897). When your into radio controlled ship models you find yourself looking at water in terms of sailing models and holding regattas. Here you have a sandy beach, convenient launching, sheltered sailing area, and a supportive museum curator. Its a great location from an event perspective. Southern Maine area to visit and vacationing. Within easy driving can be found the Bath Iron Works Ship Yard, the Maine Marine Museum in Bath, the Penobscott Ma-

rine Museum in Searsport, along with hundreds of things to visit from L.L. Bean hundreds of places to fill up on Maine Lobster. Bill is strapped for time, so he can't put a model ship program together, but he will welcome all model builders both static scale and the radio control operating scale builders who want to form a club and tie into his activities. Call and write to him if your in the area.

If one of your true loves is the building models of Clipper Ships you'll appreciate the unique treasure hidden away in the museum. During 1851 the Cornelius Butler's ship yard in South Portland built the clipper ship Snow Squall. She measured in at 157 feet in length and 742 tons, her masts towered 142 feet from her deck. She left Boston in 1852, in 1853 following a grounding she was left aground on the shore at Port Stanley in the Falkland Islands and became the last remaining clipper ship. In 1987 the bow section was recovered and brought to Portland and is now undergoing conservation treatment at the Spring Point Museum. I've visited the bilges of the Constellation in Baltimore, but I didn't appreciate ship building's massive construction techniques until looked at the timbering of Snow Squalls hull. If you build clipper ship models you too will be impressed. Ms. Molly Horvath, the museum's curator, is working tirelessly on the Snow Project. If you like to keep track of the progress on the snow Squall and other Museum activities they have museum memberships and a news letter. I'm certain that both Bill and Molly would appreciate any exhibit materials and historical information.

Here's a model builder visitors to do list for the No'r east area. Arrive in Boston and visit: Fall River Marine Museum and Battleship Cove; Whaling Museum, New Bedford; reproduction of Mayflower, Plymouth; Sharon Whaling Museum; US Constitution Museum, Boston; Museum of Fine Arts ship exhibit (if on display), Boston; Peabody Museum, Peabody; Strawberry Banke, Portsmouth, NH; Pennobscott Marine Museum, Searsport, ME; Maine Marine Museum, Bath, ME; Spring Point Museum, South Portland, ME. In between all these museums are hundreds of ships and small boats to look at and photograph. Then when the water is soft there are model boating events almost every week put on by the AMYA clubs, the Marine Modelers Club in Medfield, the US Constitution Modelers Guild, and other similar organizations.

The New England Marine Model Club of Medfield Mass (contact Ridge White, 508 359-7467) is active in the Boston area put on regattas at the Rocky Woods's reservation, courtesy of the Trustees of Reservations. With hundreds of modeler's participating they have a very impressive operation. They prove conclusively that you can have scale operating models of small craft that are of museum quality.

What a great vacation trip it would be start in Boston and wind up in Toronto while spending a couple of days in ports such as Searsport rowing, canoeing, sailing R/C models, visiting the museums.

David Mainwaring

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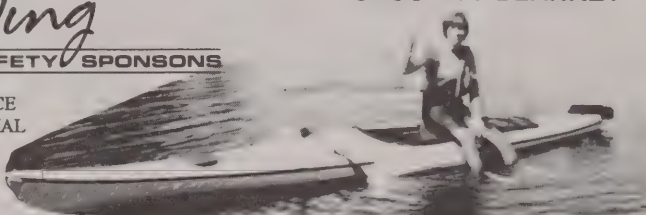
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# "Frostfish" Fun



An article on ice yachts of 100 years ago that appeared in "Boats" a couple of years ago sent me back in memory to 1976-78 when three of us built "Frostfish" iceboats and had a ball sailing them. All of us were past 50 in those years, but when the ice was thick enough and clear of snow, the word was passed and we would meet at the local pond and the fun would begin.

The fun would end when flip overs from extra strong winds would cause breakdowns of the little skimmers. Then we would head for home to make repairs for the next good hardwater sailing day. The all to brief three years of winter adventures ended when the instigator passed away (not sailing related) and it all fell apart.

Specifications for the "Frostfish" are: LOA 10', Sail Area 40-65 sq. ft. (an Alcott Sunfish sail of 65 sq. ft. works), Front Steering, Crew of 1. Plans for this iceboat are available from E.G. Ragsdale, P.O. Box 48, Westlake, OR 97493. He also has plans for other iceboats as follows:

"Mercury", LOA 20', Sail Area 90 sq. ft., Stern Steerer, Crew of 2.

"Surf", LOA 10', Sail Area 37 sq. ft., Stern Steerer, Crew of 1.

"Icicle", LOA 24', Sail Area 125 sq. ft., Front Steerer, Crew of 1.

"Crawfish", LOA 28', Sail Area 175 sq. ft., Front Steerer, Crew of 2.

Your library may be able to get you a copy of the book "Ice Boating" by S. Calhoun Smith, published circa 1962.

Sam Clogston, Olcott, NY.



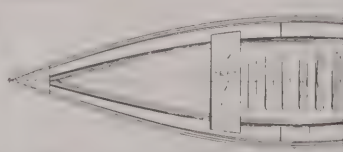
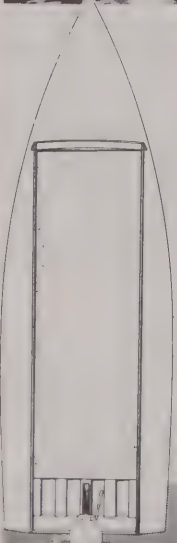
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# Rerigging my CD-10

I am a latecomer to sailing as most of my working life I had several jobs and little time off. Several years ago I was lucky enough to find a lovely little CD-10. Here in Florida we can sail year-round and now I am out there every day there's a decent breeze. My interest never flags and sailing has added so much to my life.

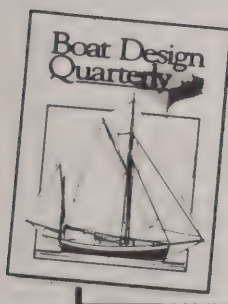
I yearned for a sloop rig, so, as the photos show, I moved the mast aft and added a bowsprit and a jib. Through intuition and dumb luck, the re-rigging worked out fine. The boat is appreciably faster, more fun to sail, well balanced, and tacks easily through 90 degrees.

I view myself as living proof that one of my age, 82, with no prior experience and little money, can get into sailing and have a ball.

Forest Phelps, Lake Placid, FL.



Above: Sailing the re-rigged sloop. Below: Before and after views.



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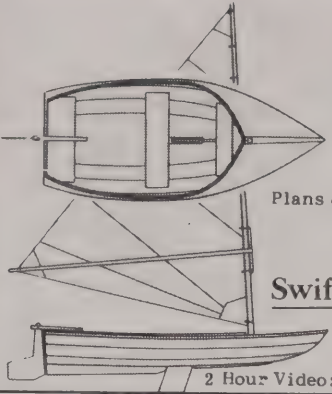

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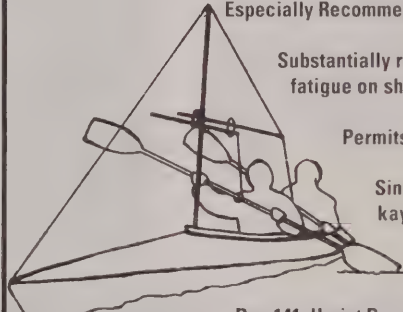
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## We Wouldn't Own a Boat Made of X

I'll admit that during the winter there had been times when it seemed that the sanding and varnishing would never end. But it did, and now toward dusk we sat in the cockpit of the 30' wooden ketch, supper finished, galley cleaned, listening to the whistling of the Bobwhites on shore, while the island colors changed in the late spring light. A moment in time that justified a year of labor on a wooden boat.

There is really only one material that is suitable for constructing boats from, that material being, of course, wood. I can say categorically that nothing else should be used for making a boat. I can also say with some authority that a wooden boat is a year-round project. If, come December, you would like to forget your boat, then you should not own one, or you should own one constructed from some material that is unsuited to boats; "X" for instance.

We think of our boat as year-round fun. Other families may ski, go to the Caribbean, take in a movie, or even go out to eat. Not us. We varnish, then sand, then varnish. If the weather is too lousy for varnishing then we talk about it. At night, when other families are watching the Cosby show, we gather around the fireplace to discuss the application characteristics of various varnishes. And we have spent some great Saturdays in the hardware store comparing the relative merits of pig and badger bristle brushes.

And speaking of talking, there are those who would accuse wooden boat people of talking about nothing except boats. That may be true, but we talk about them because we want to, not because we have to. But, it's not all talk, we read about them too. Catalogs, lots of catalogs, traditional hardware, traditional screws, traditional glues. Then there is "THE MAGAZINE". "IT" arrives in the mail several times each year cancelling all other activities until it has been thoroughly read, then tho-

roughly discussed. There is really nothing more fascinating than a lively article on the whys and wherefores of butt blocks.

At some point we'll head off to school. None of this "pesto making" or "basket weaving" for us; and for different reasons, courses in "personal investing" or "Serbo-Croatian as a second language" would be phenomenal wasting of time. No, if we want a second language, we'll learn the Morse Code. When it comes to education, we want a challenge, a change of pace, something on small diesel maintenance, or maybe a seminar on bilge cleaners.

As the months pass, so do the projects; plan and order, sand and varnish, scrape and caulk; the litany of wooden boats. In fact I feel sorry for those who own boats made out of "X", what do they do all year? (They probably read and write learned articles about car wax or the cacaphony of sound that can be wrung from metal spars). On Christmas, Santa leaves us a beautiful 6' teak plank. The whole family shares in the excitement. The heck with sugar plums, we dream of the moldings we'll make from that teak, and later the chance to sharpen our oiling and varnishing skills.

Then there are the after-Christmas sales. Oh, you can forget the white sale, the new couch and the oriental rug. We wooden boat folk go for the essentials. We order a new brass lamp for the galley, nine boxes of different sizes of silicon bronze screws, and two bronze cleats. Something for her, something for him, and a treat for the kids. All this loot for about the price of a week in Hawaii.

In mid-winter, foc'sle fever sets in. There are two cures. Our neighbor, the venerable Commander Chismark, goes cod fishing. On a windless day he can be seen drifting through the Gut in his dinghy, dogs in the bow, looking for lunkers and savoring being on the water. I take the other cure and crawl

under the winter cover, portable VHF in hand tuned to Channel 13. "Securite", securite' sailing vessel "Fairwind" departing from Boston North and bound for Tortola." When the cold gets to me, I head for the house.

If the temperature goes above 20 degrees, or the wind drops below 20 mph, we go outside and re-fasten. This is a real family activity. One digs out the old bung, another backs out the screw, a third drives in the new screw and rebungs it too. Like a winter's poem we "dig and back, and drive and whack." The rhythm of a skater on a frozen lake, a skier in fresh powder; refastening, this is winter at its best.

But the big event comes in March. One week the temperature will climb into the 50's and the daffodils will start to sprout. By Saturday, like an old maple at sugaring time, my sap will be running. And so, off comes the cover, off comes the metal frame, a tangle of plastic, metal and rope on the ground. We stand back, the whole family admires her in the spring sun; our hearts pound, our hands itch for some sandpaper. The next morning she glistens in a six-inch mantle of freshly fallen snow.

But it's not all work. In the morning (back to the present) we have breakfast in the cockpit; hot coffee, fruit and Danish. We listen to the Bobwhites back at their whistling. Then we row in to the beach to explore the island. The hot morning sun brings out the scent of wild roses, the whistling birds give way to quiet daytime heat sounds. We seem to have the island to ourselves, we are knee-deep in poison ivy.

Back on board, we while away the afternoon at anchor fixing dings in the brightwork with our ever-handy varnish repair kit. Then we move on to replacing some loose caulking in the teak deck. Later, taking a break to watch some boats made out of "X" out sailing, we will step in the still tacky caulk and track it onto the painted cabin top. A project for another day.

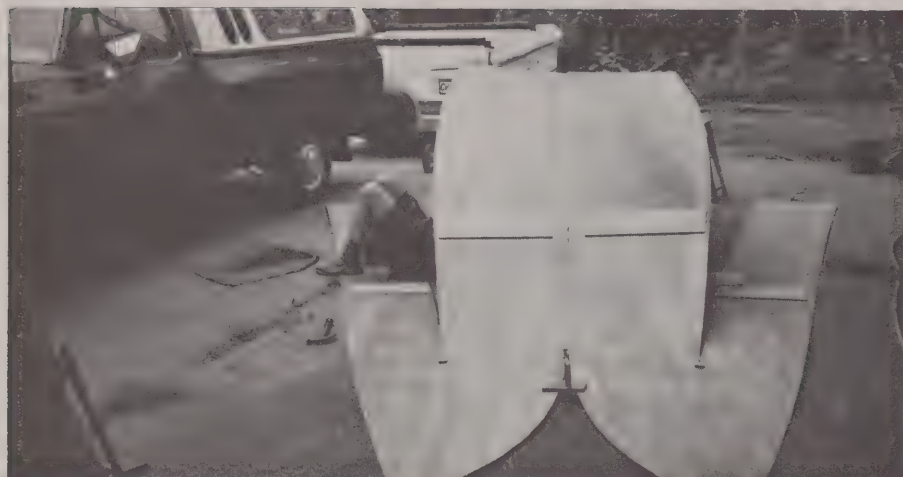
Yes, a wooden boat does truly make for some great family fun, and these memories will be the driving force next winter, when once again we must make the tough choice between the camping trip to the Virgin Islands or a week in the cellar stripping and varnishing seventeen louvered doors. Then, of course, there are the two wooden masts...

Tom Fisher, Hull, MA.

(Tom, Ru and Jean Fisher enjoy their 30' wooden ketch "Fairwind" sailing out of Hull, Massachusetts. Tom reported on her acquisition in our April 15th issue, "Driving to Maine, Sailing Home".)



# What Are YOU Building?



## GREAT GLENN L SKIFF

I just finished another stitch & glue, a "Console Skiff" from Glenn L. Marine (Box 1804AM, Bellflower, CA 90706). Worked on it all summer to get it ready for Lake Okeechobee. I had the Johnson motor dealer install the controls and it has worked out great. Since I took the photo I have added a bow mounted electric trolling motor.

One of my friends down on Okeechobee told me that he never saw a boat or motor wear out, "They always get too small!" That's what happened to my last boat, it just couldn't take the rough weather on Okeechobee. I had to stick to the canals and didn't dare go too far out onto the lake. This "Console Skiff" with a 6'3" beam and 16' length should get me where I want to go with a 25hp Johnson. I'll give you a report on how she worked out when I get back north in the spring.

Bob Hawk, 338 Cherrydell Dr., Pittsburgh, PA 15220

Top: Preliminary layout assembly.  
Bottom: The finished boat and its builder.



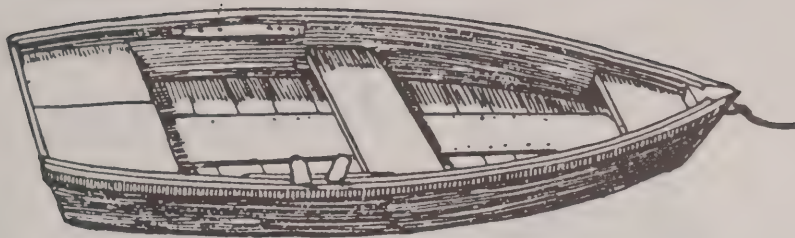
## TWO SAM RABLE DESIGNS

I have built two Sam Rable designs; a 16' plywood skiff with red cedar decks which now belongs to a college professor in Danville, Kentucky; and my 15' "Titmouse", a sawn frame strip-built sloop I call "Scraps" because that's basically what she was built of. The strips are 3/4"x1" spruce, frames are 1" white oak I sawed from my own trees, bottom planking is 1-1/2" pressure treated yellow pine, centerboard case and rudder are 3/4" pressure treated plywood, centerboard is 1/4" steel plate. Mahogany trim and floorboards were from salvaged motorcycle crates.

She's stoutly built and covered with fiberglass, and has a good workboat finish. Total cost for the hull came to \$450. I sail her every month of the year, sometimes in some pretty rough weather. Next project, when my carpentry business allows me the time, will be one of Bolger's designs, probably a "Long Micro".

Bill Burns, Rt. 3B, Box 60, Springfield, KY 40069.





#### INSPIRED BY BEARD

Perhaps a census of boats that have been built because you serialized the Dan Beard book "Boats & Boatbuilding" might be interesting. I have sat around for two years collecting plywood to build John Thomson's "Moondance" (Thomson Smallboats, Box 670, Vestal, NY 13851), but every time I'd get six sheets together two would turn out to be urgently needed for some other project, usually not one of mine either (sorry about that, John).

In the meantime there I was with a perfectly good sail from Doug Fowler (1182 East Shore Dr., Ithaca, NY 14850) and three sheets of 1/4" lauan ply left, so I threw together an improvisation based on Dan Beard's flatiron skiff, or "Yankee Pine" (May 15, 1991).

I decked over and bulkheaded four feet at the bow and one at the

stern for flotation, and stepped the mast (for the time being a sawn-off TV antenna pole) three feet back from the stem to allow for a possible storm jib, and threw on a coat of paint. On the first day with decent wind I was able to find out I had created something fast, fun and comfortable.

I have a perfectly good centerboard trunk ready to install, but "Booger Maru" sails so beautifully with a leeboard, and the space in the cockpit is so conveniently laid out without it, that I may never put it in. The winter project now is converting the rudder to a kick-up version, and it's all done now but the painting, in fact. Why ruin a boat so well suited to shoal draft sailing with a fixed deep rudder?

R.W. Odlin, 2127 Hoogdal Rd., Sedro-Woolley, WA 98284.



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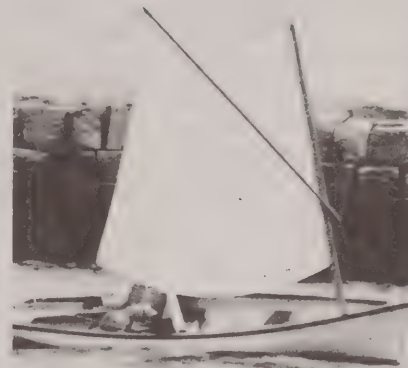
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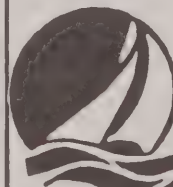
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## From the Boat Shops

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Our new shop is on Hermit Island (not really an island) in the town of Phippsburg, ME, south of Bath. I think we died and went to heaven when we got this shop. It's on the water on Cape Small Harbor, bigger than our old shop, and we can drive a boat right into the shop. We have access to a pier (including a place to tie up my power dory, so finally this year it has seen a lot of use) and there is a marine railway. The railway needs work but hopefully that will get done this winter. All this for the same rent as we paid for our old in-town shop.

It gets even better. The rest of the island is a 250 acre campground on the open ocean with beaches, cliffs, woods and at least 14 deer. The owner of the campground also owns our shop, and he offered my wife and I the caretaker's cottage for the winter in trade for helping to pound lobsters and keeping poachers away from the deer. Now I'll just throw my driver's license away since the shop is

just across the pond.

In the shop this past fall we made a new main topmast for the "Spirit of Massachusetts" and replaced some planks at the waterline that had some worm damage. The worms entered through a thin and rather deeply scribed waterline that hadn't gotten filled with bottom paint. We also did a few minor jobs away from the shop, making a 50' flagpole that mounts atop an 80' flagpole for the city of Bath. Fortunately we were on the "Spirit" when they raised the topmast so we picked up a few tips on that. We may do some work on a New York 30 for a friend who owns Edgcomb Boatworks, and we're talking with a prospect from inland about building a Rangeley to replace a canoe she feels she is getting too old to use safely.

I want to add a detail to Mike Badham's story about Jack Gates and the "Piccolo" we built for him ("Piccolos & Ransomania", Sept. 1, 1991). I remember when I first went to Jack's small house to talk with him about building the "Piccolo", and when I entered the mud room there was a hole in the floor through which I could see that the foundation was collapsing. I realized then that here was a person who had his priorities straight, buying a canoe rather than fixing his house.

Rob Stevens, Hadden & Stevens Boatbuilders, HCR 32, Box 301, Small Point, ME 04567, (207) 389-1794/767-4143.

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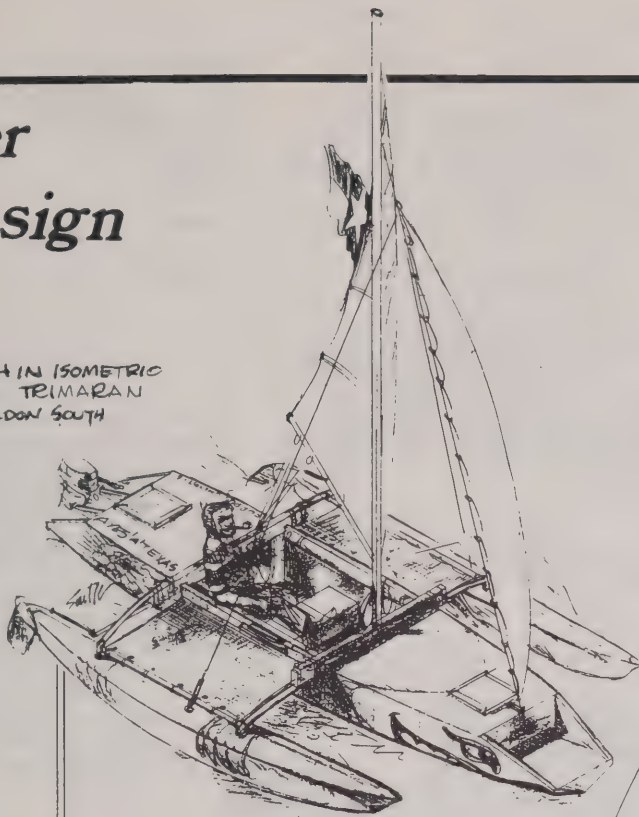
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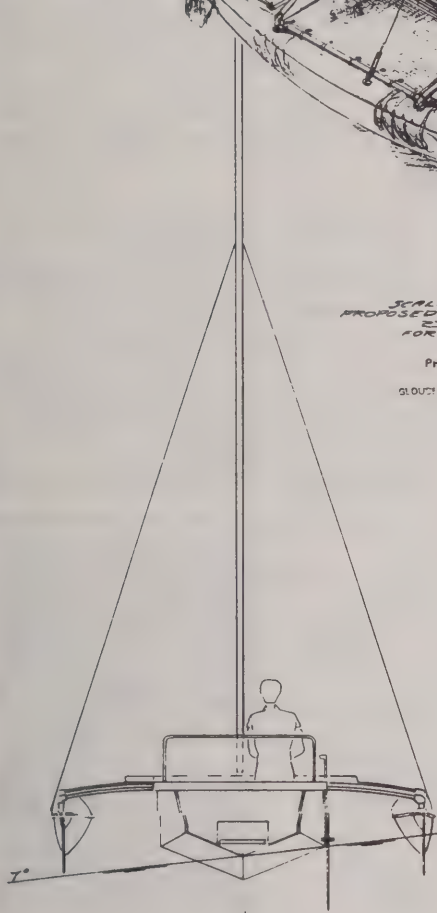
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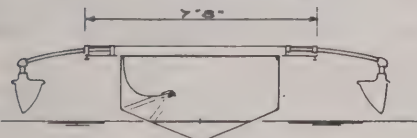


SCALE 3/8" = 1' 0"  
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PHILIP C. BOLGER  
DESIGNER  
GLOUCESTER, MASSACHUSETTS



SECTION AT FOR'D BENNY

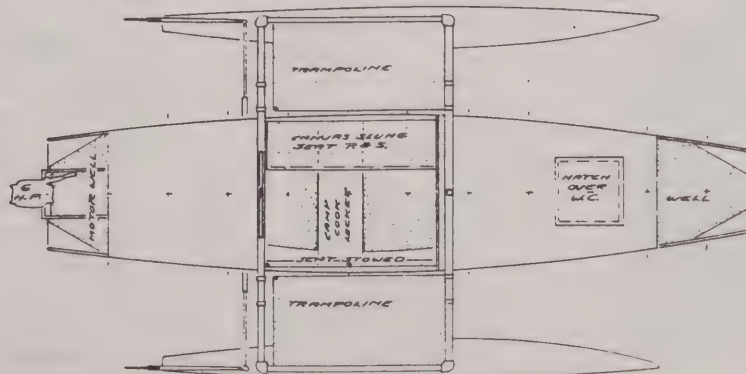
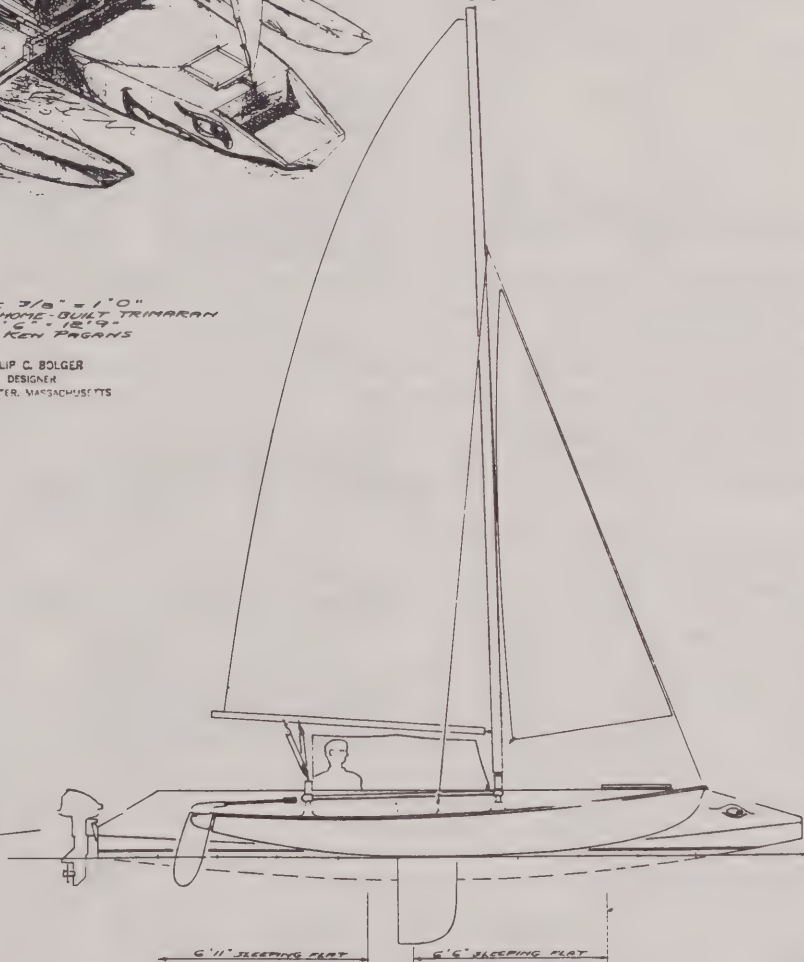


SECTION AT AFTER BEAM

## Camping Trimaran

#554 - 23'6" x 12'9"

This is my version of the idea of using a maximum of Hobie Cat 16 components to make a cruising trimaran. The four-sleeper scow center hull is designed to be assembled tack-and-tape from pre-calculated sheets diagrammed in the plans; seventeen sheets in all. It should weigh about 450 lbs complete before adding the outriggers. It was designed for the Texas Gulf coast lagoons, but not built. One is supposedly now in the works in Arizona. I'd be interested to see if the unmodified Hobie 16 rudders are adequate to steer it, leaving the center hull stern clear for the motor.





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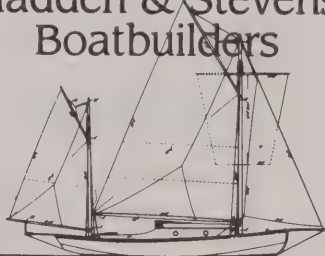
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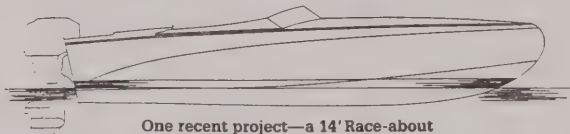
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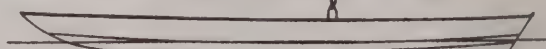


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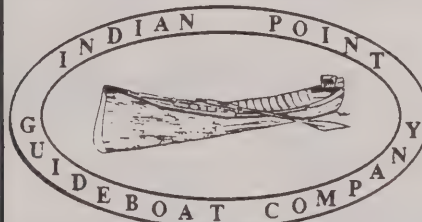
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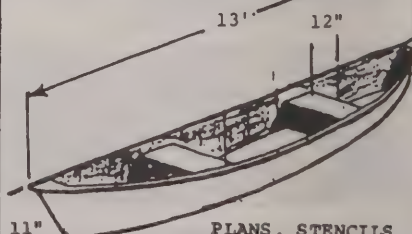
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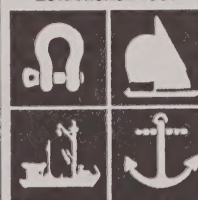
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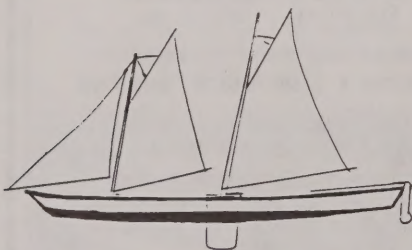
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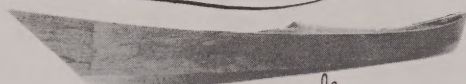
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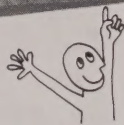
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